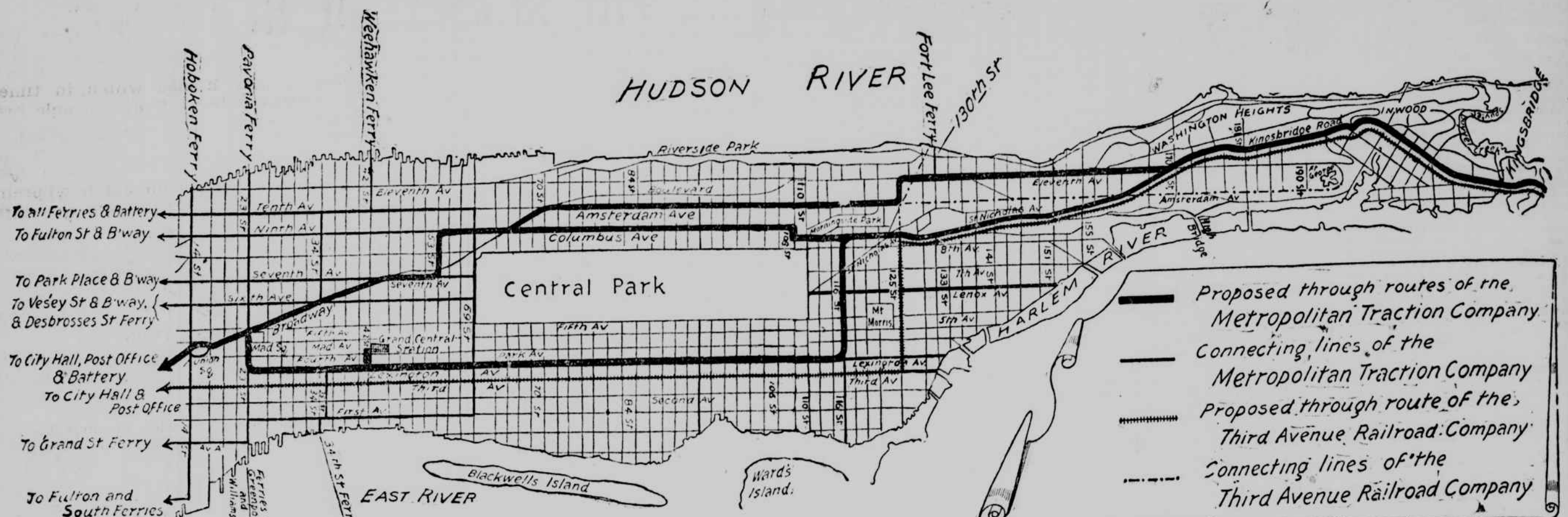


Proposed Routes of the Metropolitan Traction Co. and of the Third Avenue Railroad Co. to Kingsbridge.



THE NEW CABLE ROADS.

Plans for the Proposed Street Railway Extensions All the Way to Kingsbridge.

CLAIMS OF THE TWO COMPANIES

Property Owners Practically Unanimous in Favor of the Metropolitan Traction Company's Application—Statements by James McCreery, Simon Sterne and Other Prominent Citizens.

The Railroad Committee of the Board of Aldermen will meet on Tuesday to give a final hearing to the interested in the proposed street railway extensions in the upper part of the city. Two applications for a franchise, covering practically the same route, have been made—one by the Metropolitan Traction Company and the other by the Third Avenue Railroad Company. The accompanying map shows at a glance the new lines proposed and the connecting lines now operated by each company.

The residents and property owners of the section reached by the proposed extensions are practically unanimous in the belief that transit facilities of some kind have become a positive necessity. The only question confronting them is, which company is in a position to afford the most adequate accommodation, and on this point there is so little division of opinion that at the last hearing before the Railroad Committee every speaker, without exception, declared in favor of the Traction Company's application.

James McCreery, the well-known dry goods merchant and one of the largest property owners in Inwood, was the principal speaker at that session, and is taking a very active part in the movement to secure the adoption of the plan most advantageous to property along the Kingsbridge road. He leaves no doubt as to which company he believes can and will afford the greater measure of relief.

"We have no prejudice," he said at the hearing, "against the Third Avenue Railroad people. They have given a very efficient service so far as they have gone, but they are on the east side of the city only. They can only bring us down to the Postoffice, and have no connections of their own by which they can transfer passengers to the east and west ferries or down to the Battery. The Broadway road can give us the facilities that we want, and we are unanimously in favor of it. In canvassing that district up there for names I found only two who would not sign the petition presented. Why? Because they had given their word that they would advocate the other road, and they both confessed that they hoped they would not be successful.

"Now, then, let us see what the Broadway road proposes to do for us. I have visited quite recently London, Paris and Vienna, and this time last year Chicago. These are all great cities; they are all supposed to have the most advanced mode of transit, and I tell you, gentlemen, there is not a road in the world to compare with the Broadway road, either for the roadbed or the cars they give us to ride in, or the administration of the road. It is the best operated road in the world. Can we compare any of the avenues east or west—I won't be invidious and say Third Avenue—but can we compare any of the avenues east or west with the Broadway line? Any of you gentlemen who have ridden on the Third Avenue line and have then ridden on the Broad-

way line can tell just as well as I can how much superior the Broadway line is to any other.

"Now what claim has the Third Avenue line a go on Broadway, because it is Broadway up here? A good many call it Kingsbridge Road. In fact, it is really Broadway. Broadway continued from the Battery to Albany at one time; the old Albany road ran over a great many towns on the river—Yonkers, Hastings, Irvington, Dobbs Ferry, Tarrytown, etc., and it was always Broadway where that road went. Why should the Third Avenue line ask for a line on Broadway when the Broadway line is willing to continue their own line? Is there any reason in it? Just one reason has been given to me why the franchise should be given to the Third Avenue road, and that is because they were the first to ask for it. Well, gentlemen, that is a very poor reason. When an ordinance comes up before your honorable board it is always subject to amendment. Now, then, let us consider the Broadway application as an amendment to the application of the Third Avenue road, and see where you will come out.

"There is another point that I would like to make, and that is the desire to save time, because time is important. We have been waiting for the Rapid Transit Commission for years now. We have been living in hope that something would be done by that commission, and yet no action has been taken. But here is a company that has shown its ability to construct well and speedily a road. They promise to give it to us certainly within two years—probably within one of the time when you give them leave to commence.

"Now, gentlemen, do not keep us back. Put this measure to a vote speedily and do not lose time. If you give the franchise to the Third Avenue line you will lose a great deal of time, because I tell you that they will never get the consent of property owners up there. We are decided on that. There is property enough represented here before you now, either directly by the persons themselves, or acting for others, to make that a certainty—that the Third Avenue road will not get the consent of property owners to lay that road, because we can get better facilities for getting to all parts of the town than they can give us.

"I hold in my hand a letter from Mr. John Townsend. He refers to this meeting and asks that this letter be laid before you:

"I fear that I may be unable to attend the meeting, and should that be the case, I am sure that it may be stated to the Board of Aldermen for me that I decidedly favor the proposed extension, individually and as a representative of James Gordon Bennett, an owner of property on the Kingsbridge Road."

"And I may say that Mr. James Gordon Bennett is one of our very large owners up there. He is the owner of a large amount of property, and Mr. Townsend, representing Mr. Bennett, as well as himself, in this matter, says: 'I shall esteem it a favor if you will see that my views are made known to the Board of Aldermen.'"

Hugh N. Camp, who owns several hundred lots along the route, followed Mr. McCreery. He said in part:

"I am satisfied that in no way can the people who own property in the upper part of the city get the accommodation they require quicker than they can by the Metropolitan Traction Company. We are assured by them that if they get what they ask for, they will put the work through at once. That is what we want. I am satisfied that within one year after the completion of the road to Kingsbridge the enhanced value of every acre of land will be at least \$5,000; and I do not hesitate to say further that I think for a number of years they have got to run their road at a very little profit. I think they are quite bold in asking this, and I suppose they do it only because they see in the future compensation for it. As a citizen, I ask that the Metropolitan Traction Company be

given the franchise, feeling confident that they will carry out the promise that they have made and put the thing through at once."

Cyrus Clark, president of the West Side Association, continued:

"I rise to advocate that you should give this franchise to the company which is asking for it, rather than to the Third Avenue. The owners of property on the west side all want to get down on the west side of the city and do not want to go on the east side. If a franchise were given to the Third Avenue Railroad, it would not fill the bill and would not satisfy the people. I think this matter ought to be taken up and finished as soon as possible. The hard winter is approaching. Many thousands of people are out of work, and they will continue to be. Now, last winter this company built their line through Columbus avenue right in the dead of winter. It undoubtedly cost them a great deal more money than it would if they had left it for warmer weather. But they persevered, and now their tracks are done. I know of no other company that would have been so liberal in that respect as they. They gave through the cold winter, last winter, work to thousands of men who otherwise would have been dependent on the charity of the community."

Simon Sterne, the well-known constitutional lawyer, said:

"I also, as all the other speakers whom I have heard, must disclaim any ownership in any railway stock of either of these railroad companies which are petitioners before you, and I am also here as a property owner. Now, we have been waiting, with a great deal of patience, for some development of that section of the city. As you are probably aware, there is no section in the city so favorably situated, but there is not sufficient accommodation. Now, of course, there are two things for you to consider. One is whether it is proper to give this franchise, and with that I have nothing to do. Second, which of the two companies before you affords the largest public facility. Now, it seems to me to be obvious from this map and from my own knowledge of the situation, that the Metropolitan Company will afford the larger facilities of interchange and transportation as compared with the Third Avenue Railroad."

Frederick P. Foster, a large owner of property in the Twenty-fourth and Twelfth wards, expressed a desire to join in the application. "I concur," he said, "in all that has been said in regard to the facilities offered, but I also want to call attention to the accommodation in regard to rail service which has been rendered by the Broadway line and never has been furnished by the Third Avenue line. Nothing has been done as well as it has been done by the Traction Company, for in regard to the accommodation of the public ever since the Traction Company have been at work they have devoted themselves to the interests of the public, and perhaps to their own interest, too, in the system of transfers in every way, shape and manner."

Lawson N. Fuller spoke at some length. Among other things he said:

"The reason I favor the Metropolitan Traction Company is this: While I think everything of the Third Avenue Railroad and their management, the Metropolitan Traction Company will afford a greater convenience and benefit to the public at large, and while I love the Third Avenue no less, I love the public interests a great deal more."

Father Bigley, who has charge of the parish embraced in the district reached by the proposed lines, said:

"I speak for the people with whom I come in contact—the people in my parish. They are working people, and it is a great burden for them to be journeying uptown as the conditions now exist. There are no stores in the neighborhood of Fort Washington, and if you attract men to ride on the Broadway road and they see what side doors of their stores. At many of the stores last evening the customers were advised to take home supplies for Sunday, and the proprietors declared that they could not take the risk of being arrested. Policemen in plain clothes will be watching the liquor-stores and beer-shops in every part of the city to-day, eager to make arrests if they can find evidence. Captains and roundsmen of the precincts and detectives from the Central Office will be watching the policemen in plain clothes to see how they perform their duties. Superintendent Byrnes will be making a tour of inspection to see how well his orders are being obeyed, and Inspectors Conlin, Williams and McAvoy will be after the captains in their districts with a prod.

There are nearly 10,000 places in the city at which whiskey or beer is sold, and the number of policemen in plain clothes is not large enough to watch all the saloons and the places where liquor is sold. It can be predicted that no man in town will fail to be observed to-day under the latest order, and many a thirty man may wander about the streets in a vain hunt for his favorite beverage. About one-half of the police roundsmen were at the Central Office to receive special instructions from the Superintendent on Friday, and the rest of them received their instructions yesterday. There were four classes altogether, girls under a year old and girls over that, with two similar distinctions as to boys. In each of the first two the prize was a silver cup, and in the second two a silver knife and fork. The first went to the home of two-months-old daughter of J. J. L. Sterritt, of Sing Sing, and a boy of eleven months, "exhibited" by J. L. Hatfield, of Yonkers. B. H. Gidney's two-year-old girl and Mrs. Eliza Holbe's boy, thirteen months, of White Plains, got the knives and forks.

In the Floral Building the judges were still busy with awards and exhibitors clamoring to withdraw their property.

Bartholomew Gedney, of White Plains, took first prize for his exhibition of farm produce, and D. J. Garth, of Saratoga, was second. In Class I, Beatty & Fadden, of Tarrytown, had the best Holstein bull, three years old or over, and U. D. Eddy, Mamaroneck, the best one year old, M. L. Mann, Irvington, got prizes for at least two of his Jerseys or A Jerseys. With four classes altogether, girls under a year old and girls over that, with two similar distinctions as to boys. In each of the first two the prize was a silver cup, and in the second two a silver knife and fork. The first went to the home of two-months-old daughter of J. J. L. Sterritt, of Sing Sing, and a boy of eleven months, "exhibited" by J. L. Hatfield, of Yonkers. B. H. Gidney's two-year-old girl and Mrs. Eliza Holbe's boy, thirteen months, of White Plains, got the knives and forks.

New-York. We are here on Manhattan Island, but we are worse off, I claim, than a little village, because we have no stores. Every village has stores, but we are like farmers a mile from a village. If we want anything we have to go a considerable distance to get it. The people of the parish number 2,000. During the past three or four weeks I have been among them and they are unanimously in favor of the Metropolitan Traction Company. There was not one dissenting voice. They do not want the other. They want the Metropolitan Traction Company."

George P. McVay, proprietor of "The Uptown Press," a constant advocate of progress and development of Harlem, said:

"In my capacity as newspaper man in the upper districts of New-York I have a most excellent opportunity of finding out what the wishes and desires of the people up there are, and I fully coincide with the reverend gentleman who has just spoken when he makes the statement that people are in favor of the Metropolitan Traction Company. I am not prejudiced in favor of any company any more than I am in favor of another, but we have had an experience with the Third Avenue Company up there, which so far has been an unenviable one. Their policy seems to be negatively in the extreme."

Bernard Loth, a member of the large silk firm, continued as follows: "I speak as a taxpayer, one who has had the pleasure, if so it can be called, for many years past of paying taxes and assessments in that particular neighborhood on upward of 200 lots, and who, today, if I desire to sell, could barely realize the money that I have put into it, simply because we have not been able to get people up there, or when he have got them there to get them away in proper time. There is one point that I desire to call your attention to particularly, and that is this: I do not desire to say anything against the business methods of the policy pursued by the Third Avenue Railroad. They have done much good for that neighborhood in their own way, be it the best or not. But to any one who during the past year has been at their transfer station at Third Avenue and seen their physical inability to handle the crowds that now come up there on Sundays and holidays, the fact will at once become apparent that it will do us very little good in reaching the southern portion of the city if you give them a chance to get more people in the north, and we have still the same size neck to the bottle at the southern end of their route. It is a physical impossibility for the Third Avenue Railroad to-day, with its one outlet, to handle a greater amount of traffic than it does to-day. If the franchise be granted to the Metropolitan Traction Company you have three separate southern outlets, and given the same number of people, starting in the northern end, when they reach 125th street they can divide themselves on three separate roads, and their chances of getting a seat in a car are multiplied by three."

Robert J. Hagan, speaking for residents on the Boulevard, said:

"We are perfectly willing, so far as I know, to give our consents and our support in every way to the Metropolitan Traction Company, so that they can give us facilities for getting to the lower part of the city. I fully agree with Mr. Loth in what he has said in regard to the transfer system of our friends on the Third Avenue road."

Mr. McVay, the well-known real estate dealer, said:

"The issue is simply this: One road is on the east side only, and it reaches a multitude of the poor class of people. They have as much right to have homes on this island for what they can pay for them as the rich man, and if the Broadway Railroad goes up there it will bring just as many poor men, and it goes into the very heart of the wealthy men, and if you attract men to ride on the Broadway road and they see what

the property is, they will become purchasers. I am talking as a real estate expert. I sold lots on Madison avenue for \$3,000 or \$4,000 apiece thirty years ago. They were opposed to horse-car railroads. They came up there, and lots sold for \$4,000. That is the point I want to make. This road would increase the value of Washington Heights property, and will put a valuation on it that will reduce the taxes of this city, and the road will take you everywhere you want to go."

F. H. Thayer spoke at some length. In part he said:

"It is evident and manifest that the Third Avenue Railroad Company to-day is doing all that it can do for that section. It has only its outlet over Third Avenue, below 125th street, and the population on the west side does not want to go to the east side. It cannot increase its facilities of passing below 125th street if it should have the franchise of the St. Nicholas avenue, the Boulevard and the Kingsbridge road. So that, if a franchise was granted to the Third Avenue it would be a disadvantage to all the property, all the people, all the population above 125th street on the west side. So far as the Traction Company is concerned, in every acquisition which it has made, in the observation of all men—your gentlemen of this committee do not need to be told that—they have made the road better; they have given convenience for the people in the neighborhood, and over every part of the line which they traverse, going in any direction, they have made it possible to transfer for one fare to any part of the city that they desire to go. The Traction Company, since its acquisition of the Sixth Avenue, we all know, has, as speedily as it could be done, turned its tracks over 125th street through Ninth Avenue, and they made that accommodation for all that territory as far up as 125th street. The trip to the centre part of the town—the shopping district, 23d street—can be made in equal time that it can be made upon the elevated road. So that I say that the population, the owners of property above 125th street, if this franchise is made to the Traction Company, will have the same accommodation which all the population now has on the west side between the Central and the Riverside parks."

Mr. Dyckman, the largest property owner without exception in the entire section, added just a word, saying:

"I think it has been substantially and fairly stated what the will of the people is there. I know the people thoroughly. I think I am entirely in favor of the Metropolitan Traction Company putting their road there, and, therefore, I pray that your committee will grant them the franchise."

William L. Butler discussed transfers. He said: "There is one thing I want to say in regard to this franchise, and that is, in this offer to give transfers to other roads. It has been stated that they already amount to 100,000 a day on the traction lines. That, in round figures, is \$5,000. In one year that amounts to \$1,800,000 as a privilege given to the people of the city, and in five years, I believe, it would amount to over \$9,000,000 which they offer to give to the public, which the other road cannot give. I have watched very closely the operations of this road and its construction, and I think it has been unequalled in the history of our city. I think the franchise should be given to this company."

John Keogh, speaking for the workmen, presented a resolution of the Citizens' Alliance of the Eighteenth Assembly District, endorsing the application of the Traction Company. He added:

"I want also to say on behalf of the working people, that we are just about entering upon a long winter. The Traction Company can put 500 or 1,000 men at work at once. Now, if for no other reason, the Board of Aldermen should take this fact into consideration, because it will tend to alleviate the

sufferings of the people through the coming winter."

Chairman Morgan announced that he had received from the Washington Heights Progressive Association a set of resolutions recommending the favorable action of the Board of Aldermen on the application.

Speaking for the Metropolitan Traction Company, Lawyer H. A. Robinson said that the company fully realized that there could be no profit from the operation of the proposed road for several years, and had only been induced to make application for a franchise by the earnest solicitations of Mr. McCreery and other large property owners. He emphasized the fact that, under the law, the company could not obtain the franchise unless its bid at public auction was higher than that of any other company. He also submitted a petition bearing the signatures of 300 residents and property owners, and reading as follows:

To the Common Council of the City of New-York:

Gentlemen: There is now pending before your honorable body an application of the Metropolitan Street Railway Company to extend its lines from its road on 161st street north along Manhattan avenue, north of 15th street, to St. Nicholas avenue, thence north along St. Nicholas avenue to Kingsbridge road, and thence north along Kingsbridge road to Kingsbridge station, with a branch or extension running southerly from the junction of Kingsbridge road and the Boulevard to 125th street, and running thence east, through 125th street to the existing railroad lines on Amsterdam avenue.

The undersigned are the owners of considerable amounts of real estate abutting upon the streets upon which it is proposed to construct the railroad extension applied for, or are the owners of property lying in close proximity to such streets. They respectfully petition your honorable body to grant its consent and permission to the construction of the said proposed connection by the Metropolitan Street Railway Company for the following reasons:

1. Because transportation facilities of some kind are absolutely essential to the development and building up of the large section of the city which lies between upper Harlem and Kingsbridge.

2. Because the Metropolitan Street Railway Company is in a position to supply more adequate facilities than any other existing company or any new company could possibly afford for these reasons:

(a) It affords by means of its Lexington avenue cable line, now in process of construction, accommodation for those desiring to reach the west side of the city, to and through Broadway and the shopping district between Broadway and Eighth Avenue.

(b) It is the only company which provides direct routes to the Battery, South Ferry, Duane Ferry, Packer Ferry, Hoboken Ferry, Weehawken Ferry, Grand Street Ferry, Greenpoint and Williamsburg ferries and the 34th Street Ferry.

3. Because it has already in operation more than seventy miles of surface railroads south of the Harlem River and agrees to transport passengers over its system for a single fare of five cents.

4. Because it binds itself to use either the cable or underground electric current as a motive power, and not to use the overhead trolley, steam or horse power.

5. Because its voluntary adoption of the transfer system and the superiority of its equipment on Broadway and other lines afford ample evidence of its liberality in management and its desirability as a public carrier.

6. Because, in brief, we believe that the construction of such lines as the Metropolitan Street Railway Company proposes to build would be of great advantage to property, enhance the taxable value of real estate and prove a particular accommodation to all residents of the upper portion of the city; and because no other company is now in a position, or can hope to attain a position, which would enable it to offer equal privileges to the public.

The hearing was finally adjourned at 1 p. m. next Tuesday at the request of the Third Avenue Company. In order that Mr. Lauterbach might be heard in their behalf.

A single glance at the map is sufficient to show that the Traction Company's lines enable it to transfer at nearly forty points in every direction. It is not probable that the Board of Aldermen will defy all combined at the mere behest of a rival corporation which has no public support whatever.

HOGAN'S AMAZING "BLUFF."

THE POLICE JUSTICE UPHOLDS THE EXERCISE LAW-BREAKERS.

HOGAN DECLARES THAT POLICEMEN HAVE NO RIGHT TO ENTER A BARROOM AND MAKE ARRESTS, NO MATTER HOW OUTRAGEOUSLY THE LAW IS BEING BROKEN.

Police Justice Hogan, at the Jefferson Market Court yesterday, swung the Tammany bludgeon in defense of liquor-dealers who have persisted in violating the Excise law. He aimed some blows in a thundering fashion at Superintendent Byrnes over the shoulders of policemen who have been obeying the Superintendent's orders to enforce the law. In a remarkable lecture about the powers and duties of the police, he left no doubt as to his sympathy with the lawbreakers.

The first case brought to his notice yesterday morning was that of a liquor-dealer who had sold a drink to Policeman Curly, of the Twentieth Precinct, at 4 a. m., when the liquor-store should have been closed. He looked at the policeman and delivered himself in this fashion: "Don't you know that you have no right to enter that man's place after closing hours? The law is very clear on this point, and you are disobeying it when you make an arrest such as you have brought before me this morning. I am at a loss to understand this sudden wave of zeal that has swept over the Police Department. All of a sudden you men go to work as if you had just discovered that the saloons were being kept open after hours. You tell me that you have had orders to enter every place that you see is open after hours, and to arrest the bartender. I do not care who gives you such orders, whether it be captain, or Commissioner, or Superintendent. You are breaking the law when you enter a man's place unless you have a warrant. No matter if you saw the law being openly violated, you would have no right to enter a man's saloon between the hours of 1 o'clock and 5 in the morning, or on Sunday. The law expressly states that you cannot go behind the law. I do not care what any one may say. There is the law, and if the people do not like it they will have to make a new one, that is all. This spasmodic wave of virtue that is sweeping over everybody is inexplicable to me, in spite of the fact that the Superintendent of Police

has said that he should carry out the law in spite of the Police Justice.

SOME ASTONISHING ASSERTIONS.

Justice Hogan paused long enough to show to the policeman a paragraph of law printed in a pamphlet published by the liquor-dealers to the effect that it was lawful for a policeman to enter a liquor-store at times when it was lawful to sell liquor. He made no reference to other sections of the law which makes it the duty of a policeman to make arrests promptly when the law is violated in his presence, but he went on:

"There is the law as it stands, and you have got to obey it. I cannot after it, nor can the Superintendent of any one but the Legislature of this State. I do not in the least care for the strictures that have been made upon me, but I am going to administer the law as it is, and not as it may be given me by the police. When the great reform in the police department was made, this same sort of business was gone through with, but after election the thing went on in the same old way, and it is going today just as it has for years. Some time after the reform administration got in, the Mayor was waited on by a committee of clergymen, among them Dr. Fink. They wanted him to close the saloons on Sunday. When they did not get any satisfaction from him they went to the Police Commissioner. What did he say to them? Why this: 'Gentlemen, I thought you were in sympathy with this administration. Don't you know that if we close the saloons on Sunday we will lose 20,000 German votes which go back to McLaughlin and the ring?' If that had been said by a Commissioner in this city he would have been indicted."

Now, my position is simply this: A man has every right to keep his place open all night and all day Sunday so long as he does not sell, give away or expose for sale any wines, beer or liquors. Even if you see him selling after hours you have no right to enter his place after hours without a warrant. Get your evidence if you can, but you must not go into saloons when the law says they must not be open. I make this statement in order that these officers may know what the law is. Many of them have been on the force for years, but they do not seem to know when it is proper for them to make an excise arrest."

While Justice Hogan was talking in this strain Curly kept muttering: "I was only obeying orders." "I know that," said Justice Hogan finally, "and I do not blame you at all, but your superiors should know better than to order you to violate the law."

It then came out that Curly had bought a glass of beer in the prisoner's place, and Justice Hogan had the bar-keeper in \$100 for trial in Special Sessions.

Superintendent Byrnes, when he was informed of

what Justice Hogan had said, indulged in a smile and remarked: "The police will continue to enforce the law. If I began believing his own interpretation of the law, why has he been violating the law, as he interprets it, by holding the prisoners ever since he has been on duty yesterday morning?"

W. Travers Jerome, of counsel for the Excise Committee, who formerly was Assistant District Attorney, said: "Justice Hogan should read these sections of the law which give to every citizen as well as to every policeman the right to make arrests in this city."

A number of arrests for violations of the Excise law were made by the police in the early hours of yesterday morning, and at several of the police courts the prisoners were promptly held for trial. At the Essex Market Police Court Justice Koch took occasion to say that he wanted to sustain Superintendent Byrnes in the enforcement of the law. Among the prisoners brought before him was William W. Hagan, proprietor of the liquor store at No. 24 Pike-st. Early on Friday morning Wall looked the door of his store when a number of men were drinking in the place. Then he drew the shades so that the police could look in and see the men drinking at the bar. Policemen watched the performance, but could not get in, and Wall and his customers continued to drink and laugh at the policemen until 5 a. m., when it was legal to have the business of the place conducted openly. Later in the day one of the policemen was sent to make a report to Justice Koch, who issued a warrant for Wall's arrest. The warrant was served yesterday morning, and Justice Koch held Wall in \$100 bail for trial, although the policeman could not testify that they had been in Wall's store.

ALL READY FOR A DRY SUNDAY.

IT LOOKS AS IF SIDE DOORS WOULD NOT BE SWINGING TO-DAY—EFFECTS OF THE POLICE WILL BE WATCHED WITH INTEREST.

To-day will be a "dry Sunday" in New-York unless the signals displayed at Police Headquarters are altogether misleading. The orders of Superintendent Byrnes to enforce the Excise law have been too positive to be misunderstood, and as he has had too much experience in the enforcement of the law, he is not likely to be misled. In the early hours of several mornings there doubtless will be many arrests in the city to-day if the side doors of the liquor-stores are kept on the swing. It is well known that Sunday is the best-paying day in the seven for the liquor-dealer who can continue to transact business without police interference, because on that day hundreds of thousands of men are idle.

The temptation to supply the demand for liquor will be as great as ever to-day, but fear of arrest may deter many liquor dealers from opening the

side doors of their stores. At many of the stores last evening the customers were advised to take home supplies for Sunday, and the proprietors declared that they could not take the risk of being arrested. Policemen in plain clothes will be watching the liquor-stores and beer-shops in every part of the city to-day, eager to make arrests if they can find evidence. Captains and roundsmen of the precincts and detectives from the Central Office will be watching the policemen in plain clothes to see how they perform their duties. Superintendent Byrnes will be making a tour of inspection to see how well his orders are being obeyed, and Inspectors Conlin, Williams and McAvoy will be after the captains in their districts with a prod.

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There were four classes altogether, girls under a year old and girls over that, with two similar distinctions as to boys. In each of the first two the prize was a silver cup, and in the second two a silver knife and fork. The first went to the home of two-months-old daughter of J. J. L. Sterritt, of Sing Sing, and a boy of eleven months, "exhibited" by J. L. Hatfield, of Yonkers. B. H. Gidney's two-year-old girl and Mrs. Eliza Holbe's boy, thirteen months, of White Plains, got the knives and forks.

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Bartholomew Gedney, of White Plains, took first prize for his exhibition of farm produce, and D. J. Garth, of Saratoga, was second. In Class I, Beatty & Fadden, of Tarrytown, had the best Holstein bull, three years old or over, and U. D. Eddy, Mamaroneck, the best one year old, M. L. Mann, Irvington, got prizes for at least two of his Jerseys or A Jerseys. With four classes altogether, girls under a year old and girls over that, with two similar distinctions as to boys. In each of the first two the prize was a silver cup, and in the second two a silver knife and fork. The first went to the home of two-months-old daughter of J. J. L. Sterritt, of Sing Sing, and a boy of eleven months, "exhibited" by J. L. Hatfield, of Yonkers. B. H. Gidney's two-year-old girl and Mrs. Eliza Holbe's boy, thirteen months, of White Plains, got the knives and forks.

CLOSE OF THE WESTCHESTER FAIR.

A LARGE CROWD PRESENT AND SOME OF THE PRIZES AWARDED.

The last day of the Westchester Fair was its crowning glory. The weather was superb. The visitors were numerous and enthusiastic. By noon the talk on all sides was of the baby show and the chances of the tender entries. It is to be recorded that no betting was made. The babies, with their exhibitors, filled a generous slice of the grandstand. There were fifty in all, so that many a mother or nurse must have smiled in vain upon the Judges.

Each baby who competed, however, received a gold ring. There were four classes altogether, girls under a year old and girls over that, with two similar distinctions as to boys. In each of the first two the prize was a silver cup, and in the second two a silver knife and fork. The first went to the home of two-months-old daughter of J. J. L. Sterritt, of Sing Sing, and a boy of eleven months, "exhibited" by J. L. Hatfield, of Yonkers. B. H. Gidney's two-year-old girl and Mrs. Eliza Holbe's boy, thirteen months, of White Plains, got the knives and forks.

In the Floral Building the judges were still busy with awards and exhibitors clamoring to withdraw their property. Bartholomew Gedney, of White Plains, took first prize for his exhibition of farm produce, and D. J. Garth, of Saratoga, was second. In Class I, Beatty & Fadden, of Tarrytown, had the best Holstein bull, three years old or over, and U. D. Eddy, Mamaroneck, the best one year old, M. L. Mann, Irvington, got prizes for at least two of his Jerseys or A Jerseys. With four classes altogether, girls under a year old and girls over that, with two similar distinctions as to boys. In each of the first two the prize was a silver cup, and in the second two a silver knife and fork. The first went to the home of two-months-old daughter of J. J. L. Sterritt, of Sing Sing, and a boy of eleven months, "exhibited" by J. L. Hatfield, of Yonkers. B. H. Gidney's two-year-old girl and Mrs. Eliza Holbe's boy, thirteen months, of White Plains, got the knives and forks.

LADY HENRY SOMERSET AND MR. GLADSTONE.

Auburn, Me., Sept. 29.—The attention of Lady Henry Somerset having been called to a recent dispatch from London to the effect that Mr. Gladstone had written a letter advocating the dangerous plan for regulating the liquor traffic, she said in part:

The last time I saw Mr. Gladstone, and that was not very long ago, he was waited on by a large deputation from the Temperance Alliance, and as to the attitude of the Liberal party in England toward local option, and he frankly indicated his expectation that local option would be part of that party's program. It is quite incredible that he would now come out for the Gothenburg plan. There is a proposal favored by the trades unions, which gives the people the option of the two plans, and it may be that this is Gladstone's view; but if it be true, as reported, that Gladstone has receded, I may be forced to go home to England next month. The great meetings of the English Temperance Alliance will occur the last of October. If the statement of the campaign fund of the Liberal party are so pressing that the brewers' contributions are required; and, of course, these contributions could not be secured